
EXPERIMENTAL PROHIBITION OF RIGHT TURN, RUSSELL STREET, DOVER

To: **Joint Transportation Board – 13 September 2013**

By: **Tim Read, Head of Transportation, Kent County Council**

Classification: **Unrestricted**

Ward: **Dover Town**

Summary: **This report gives details of the proposal to make the Experimental Prohibition of Right Turn at Russell Street into a permanent Order.**

For Decision

1.0 Introduction and Background

- 1.1 On 17 February 2011, a report was presented to Dover Joint Transportation Board proposing the introduce an Experimental Traffic Regulation Order at the junction of Russell Street and A20 Townwall Street which would prohibit right turns out of Russell Street on to the A20.
- 1.2 Townwall Street is a designated Air Quality Management Area, with high levels of airborne pollution, in particular Nitrogen Dioxide, of which Heavy Goods Vehicles are a major generator of.
- 1.3 As a result of the AQMA, an Air Quality Action Plan was put together by Dover District Council in order to address the air quality issues, and improve pollution levels. One of the main direct action points was for 'improved traffic management through junction improvements'. Through discussions with the Highways Agency (who manage Townwall Street) it was proposed that that by the removal of the traffic lights at the Russell St junction, HGV traffic flows will be improved and the 'stop start' that produces more exhaust emissions than free-flowing traffic would be reduced.
- 1.4 The effect of traffic turning right out of Russell Street was felt to be minimal as levels of right-turners were felt to be relatively low, and traffic can use alternative routes via Castle Street, Woolcomber Street or by U-tuning at the Eastern Docks Roundabout.
- 1.5 The prohibition was introduced under an Experimental Traffic Regulation Order in order to assess the effect on traffic movements in the area, and allow members of the public to write in with their comments.
- 1.6 The Experimental Traffic Order was made in May 2011 and ran until .November 2012. It was subsequently extended for a further 18 months in November 2012 and will expire in May 2014, after which the Experimental Order must be abandoned or made permanent.

2.0 Consultation

- 2.1 Responses received from statutory consultees and members of the public are as follows:

Name	Comments	
Association of British Drivers	<ul style="list-style-type: none"> • Supports the project • Feels will improve traffic flow • Suggest considering making Russell Street two-way along whole length 	
Local resident	<ul style="list-style-type: none"> • Cannot see justification in funding the restriction when the junction is proposed to be closed as part of redevelopment in the area. • Feels pollution levels do not justify the works. 	
Local resident	<ul style="list-style-type: none"> • Necessitates local traffic to drive around more in search of a parking space, resulting in more congestion, more traffic and more pollution. • Suggests making Russell Street two-way. • Vehicles on A20 do not give way to vehicles existing Russell Street 	
Local resident	<ul style="list-style-type: none"> • Suggests more traffic should be directed via A2 • Residents and commercial drivers will spend more fuel exiting Russell Street via more indirect routes. • Favour of through traffic over local traffic. • Questions the effect on access for emergency vehicles. 	

2.2 Although it is too early to tell, it is felt that the improvement in traffic flow and the reduction in the amount of queuing at this junction is likely to have a beneficial effect on the pollution levels in the area.

2.3 The points about alternative routes for local traffic are noted, but alternative routes do exist.

2.4 The longer term proposals for the area are for the development of the area, which would result in Russell Street being closed to all traffic.

4.0 Recommendation(s)

4.1 That Members agree to make the Experimental Order Permanent

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Background Papers

Title	Details of where to access copy
<i>Whole file</i>	<i>Highway Services, Kent County Council</i>